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NOTES ON MUNICIPAL GOVERNMENT.

[This department of the *ANNALS* will endeavor to place before the members of the Academy matters of interest which serve to illustrate the municipal activity of the larger cities of Europe and America. Among the contributors are: James W. Pryor, Esq., Secretary City Club, New York City; Sylvester Baxter, Esq., Boston *Herald*, Boston; Samuel B. Capen, Esq., President Municipal League, Boston; Mr. A. L. Crocker, Minneapolis; Victor Rosewater, Ph. D., Omaha *Bee*, Omaha; Professor John Henry Gray, Chairman Committee on Municipal Affairs, Civic Federation, Chicago; Jerome H. Raymond, Ph. D., University of Chicago; F. L. Siddons, Washington, D. C.; Donald B. MacLaurin, Esq., President Civic Federation, Detroit, Mich.]

AMERICAN CITIES.

Philadelphia.—Recent events serve to illustrate very clearly the peculiar relations existing between State and municipality in this country, and more especially the dangers which accompany a departure from a unified and well co-ordinated form of government. The history of the Public Building Commission of Philadelphia is the history of an attempt, extending over a period of twenty-five years, to burden the inhabitants of the city with the construction of the most expensive city hall of modern times. The continued protests of the citizens have been of no avail as against the determined purpose of the State Legislature. When, in 1893, a bill for the abolition of the Commission was passed by both houses and approved by the Governor, there was a momentary feeling of relief which was dispelled by the decision of the Supreme Court declaring the act to be unconstitutional. At the time when the Commission was established, it appeared, to many, to be the safest means of carrying on so large an undertaking. Time, however, has shown that such public commissions, when removed from popular control, cannot in the long run withstand the temptations bound to beset them. We have here, on a small scale, an illustration of the inadequacy of the temporary expedients to which our cities are apt to resort in order to meet manifest evils. Instead of facing the problem squarely, we follow the path of less resistance which does not always mean the path of progress. The recent application of a large manufacturing concern,* asking the courts to compel the city to levy a special tax for the payment of bills which have been due for some time, has brought to light the peculiar business methods of the Public Building Commission. The construction of the tower of the new City Hall according to the original estimates, was to cost about \$325,000. It was made the

* Tacony Iron and Metal Company.

subject of a special contract between the Commission and a company specially incorporated to do the work. Instead of receiving bids at a fixed price, the Commission agreed to pay the cost of machinery, materials, tools and labor which would be necessary in the construction and setting up of the iron work used for the tower. Furthermore, to pay to the company a bonus or profit of fifteen per cent of the cost of construction, and, finally, to engage a superintendent of construction at a salary of \$208 per month, and a civil engineer at a salary of \$416 per month. These two officials are at the same time the president and vice-president of the Construction Company. It will be seen that the Commission has thus involved itself in a complicated arrangement with a company in which the city is a silent partner. Under this system, it is impossible to get at the exact relation which the price at present paid by the city would bear to the ordinary competitive contract cost of construction. Up to the present time the cost of the tower alone has been nearly \$675,000. It is impossible to foretell the exact cost of completion.

The veto of the Governor has recently been the means of averting a threatened obstacle to the extension of municipal public works in the cities of Pennsylvania. Some months ago, an act was passed requiring cities to compensate existing gas companies before constructing municipal gas works. The opportunity thus afforded to companies owning antiquated gas plants to recoup themselves from the public treasury was manifest to all, and, in fact, was one of the main influences behind the bill. An attempt to prescribe similar conditions, whenever a city should determine to construct an electric light plant, has met with the determined opposition of the Governor, in spite of the concurrence of both houses of the Legislature and of City Councils in advocating the measure. Governor Hastings in his veto of the bill said: "I am of the opinion that the furnishing of light, at least for municipal purposes, is a proper function of the municipality as such, and that it should not in any wise be abridged by legislation. To permit this bill to become a law might, and in all probability would, in many instances, require the people of the municipality, by taxation, to pay for what they do not want and what they could not use, for the sole benefit, not of the public, but of the stockholders of the electric light company."

An interesting question has arisen in regard to the right of officers of corporations having contracts with the city, to hold seats in the local legislature. Article XIV, Section 1 of the act of incorporation applying to the city of Philadelphia, provides, that

"No contract for work to be done for, or property or materials to be sold or supplied to, any city of the first class, or any department thereof, shall be made with

any councilman, officer, or employee of such city, or with any firm, co-partnership, or association of which such councilman, officer or employee is a member, and if any councilman, officer or employee, during the term for which he shall have been elected or appointed, knowingly acquire an interest in any such contract, he shall forfeit his office."

The position of one of the members of the lower branch, who is also general manager of the Brush Electric Light Company, which has large contracts with the city for lighting the streets, has been attacked by the Twenty-ninth Ward Association of the Municipal League. The District Attorney has rather reluctantly, it is true, instituted *quo warranto* proceedings. Although the matter will not come up for adjudication until the fall term, the question is one of great importance, involving, as it does, the position of a number of the members of Councils, both in this and other cities.

The City Councils have recently granted a number of important and valuable franchises to private companies without stipulating for any immediate return, nor even assuring the city of an ultimate participation in the profits of what must become, in time, extremely important and profitable enterprises. The first of these is what is known as the "Steam-Heat Ordinance" which gives to a company the right to lay pipes and conduits in the most densely settled portions of the city for the purpose of supplying heat, light and power derived from other products or agencies. The only return which the city is likely to receive, is the free heating of fire and police stations; but only then, when the company has introduced its system in the immediate neighborhood.

Another ordinance gives to the Pneumatic Transit Company the use of the streets, practically free of charge. An attempt was made in Select Council to insert a provision requiring the company to pay three per cent of its gross receipts into the city treasury. This provision was, however, stricken out by the lower branch and a clause substituted providing that the rate of remuneration should be fixed after the system has been put into operation. The experience of the French government in Paris with such a system applied to one very small branch of its possible use, namely, the transmission of messages, is conclusive proof of the possibilities involved in its extension to the transmission of packages. At all events, to await the operation of a system before prescribing any conditions or obligations can hardly be justified as good business policy.

The annual report of the City Parks' Association of Philadelphia which has just been published, shows a remarkable increase in the number of smaller parks which have either been opened or are being prepared for public use in various sections of the city. The Association

has been untiring in its efforts to bring before Councils the necessity of making some provision for small breathing places in the crowded sections of the city. According to this report, it would seem that Councils has made ready response to the desires of the Association. Since 1888 some twenty-seven small parks, ranging from .15 of an acre to 30 acres, have been placed upon the city plan. The Association thoroughly appreciates the fact that the situation of Fairmount Park prevents it from meeting all the needs of the city as regards park space. To thousands of the poorer classes it is almost inaccessible.

The assessment for 1895 of real and personal property, subject to taxation, shows an increase of \$12,747,152 as compared with 1894. This is the smallest increase since 1884. The causes are to be found in a less rapid progress of realty improvement, and the decrease in valuation of horses owing to the introduction of the trolley system. As to the latter, the assessed valuation in 1894 was \$3,484,155, whereas in 1895 it was only \$2,528,082. The total valuation of real and personal* property is \$782,677,694, as against \$769,930,542 in 1894.

New York City.—The assessment for 1895, which has just been completed, shows a total increase of but little over thirteen million dollars over that of 1894. This is an exceptionally small advance, the average increase being between forty and fifty millions. The change is due mainly to the falling off in personal property valuation which shows a decrease of nearly nineteen and one-half millions. The increase in real estate valuation is nearly thirty-three millions. As a result of this

	1894.	1895.	Increase.
Real estate	\$1,613,057,735	\$1,646,028,655	\$32,970,920
			Decrease.
Personal property	390,274,302	370,919,007	19,355,295
Total assessed valuation .	\$2,003,332,037	\$2,016,947,662	\$13,615,625
			(Total increase.)

small increase in the valuation, it will probably be necessary to increase the tax rate. The Board of Estimate and Apportionment is prepared to do this, rather than follow the former policy of an inadequate tax-levy which necessitates encroachment upon the tax receipts of the following year.

Status of the Reform Movement in New York City.†

In June, the time within which the law permitted Mayor Strong to remove the heads of departments without cause expired. Among the

* It is to be noted that the personal property here referred to only includes horses and cattle, carriages to hire, and money at interest. This is all the personalty subject to taxation.

† Communication of James W. Pryor, Esq.

last appointments made by the mayor were those of nine city magistrates and five judges of the new court of special sessions. These appointments were made under the law abolishing the office of police justice and creating the office of city magistrate and the new court of special sessions with much more important powers than those of the old court of the same name. While it might be possible to criticise some of these appointments, they are so good that they afford excellent reason for rejoicing that decent and honest men have taken the places of the disgraceful Tammany police justices. In most of the city departments the wholesome effect of the business-like methods of the new administration are becoming apparent. No one can study the work of the departments without discovering that the old spirit of indifference has been replaced by diligence and efficiency.

The subject that has excited the most attention from the newspapers and, perhaps, among the people, for some time past has been the enforcement of the law forbidding the sale of liquor on Sunday. The controversy has been carried on for weeks with great vigor, and promises to continue for weeks to come. The police commissioners simply announced that the law would be enforced by the police, and proceeded to stop the Sunday selling of liquor. The enemies of good government endeavored to make use of this episode to create a sentiment against all municipal reform movements and bodies.

On the nineteenth of June appeared in the *New York World* a long interview with Mayor Strong in which he defined his attitude as to appointments to public office, in the following language :

"After mature reflection I decided that I would give one-third of the offices to the Democratic organizations that had supported the reform movement and helped to elect me and two-thirds of the offices to the Republicans. I have adhered to this. I calculated the vote as well as I could and decided that I had got about 100,000 votes from the Republicans and about 50,000 votes from the Democrats, and therefore the apportionment of offices at the rate of one for Democrats and two for Republicans seemed fair and just."

Speculation is rife as to the probable form that will be assumed by the political battle of next November in this city ; but as yet no one can secure much consideration in the character of prophet. Many look for the success of Tammany Hall in the election ; and, indeed, we can hardly expect to see an anti-Tammany combination like that of last year. It is not probable, however, that the Good Government Clubs will content themselves with the mere passing of resolutions, and the politicians are awaiting with some anxiety the further action of an organization which has shown a fighting capacity that has won the respect of those to whom it has been opposed.

In addition to several local officers, nine judges of various courts are to be elected this year in New York City, and the Good Government Clubs think it important that an effort should be made to secure the selection of judicial candidates upon a non-partisan basis. The clubs have adopted the following general plan of campaign :

1. That for all city and county offices to be filled by election this year strictly independent nominations be made by the non-partisan organizations combined, or through some new machinery created to represent the independent voters, provided that candidates be secured of such character and standing that they will inspire confidence in the community and will of themselves command a strong following.

2. The assistance of the Bar Association be sought in securing the nomination of eligible candidates for all judicial offices to be filled at the next election.

3. That the demands made with regard to legislation should be limited as far as possible to two, namely : (a) the passage of a law providing for a special commission to prepare a complete, comprehensive municipal code for all cities in the State, together with any necessary constitutional amendments ; and (b) opposition to all special city legislation not absolutely indispensable pending the final report of the commission. That the proposition to provide for the appointment of a commission to prepare a plan of government for all the cities of the States be reduced to the form of a bill as soon as possible, and that the issue be made upon that concrete proposition.

4. That the attempt be made to secure in each assembly district the election of a candidate for the assembly named by the independents, and that men of the highest character and ability be persuaded to run for the assembly as a patriotic duty.

5. That notwithstanding the fact that State Senators elected this year will participate in the election of a United States Senator, efforts should be made to secure the election of only such candidates as Senators as will pledge themselves to the above propositions for city legislation, and whose character and standing command public confidence.

6. That the direct efforts of all the independents of this city should be confined, for the most part, to work in the local campaign and that, incidentally, our sympathizers throughout the State should be encouraged to make a similar fight for honest assemblymen, committed to the plan proposed for municipal legislation.

7. That the active, aggressive work of the campaign should be begun as soon as the necessary arrangements can be made and the agitation and education should be pushed vigorously through the summer.

8. That a campaign upon the lines indicated should be begun at the earliest practicable moment under the management of a joint campaign committee consisting of the representatives of the Good Government Clubs, to be appointed by the president of the Council, the City Vigilance League and the City Club, a majority of the committee to be appointed from the Good Government Clubs.

Brooklyn.—The Cities Committee of the New York Legislature is at present conducting an investigation of the Charities Department of Kings County. Up to the present time, no important disclosures as regards corruption in the management of the service, have been made. There are distinct indications, however, that for many years past the department has been expending sums far in excess of the actual return to the city.

Boston.*—A commission of three citizens prominent in business and finance was appointed by the mayor early in the year to report on the finances of the city. The report was submitted in June. A leading source of extravagant expenditure was found to lie in the tendency to increase the salaries and wages of employes above the level of private employment. As a partial remedy for this it was recommended that in all departments salaries be graded according to length of service, as has been done with excellent results in a few. When the salary of an office has been advanced it has been customary to give a new appointee the same compensation, but under a graded system this would not be done. It was found that the law fixing a limit to municipal indebtedness is made to a great extent inoperative, through the permission so frequently given by the Legislature to borrow money outside the debt limit. It was therefore recommended that the debt limit for municipalities be fixed by constitutional amendment, and the law fixing the maximum rate of taxation be repealed. It was also recommended that a percentage of the gross receipts of the street railways be paid to the city and applied specifically to the maintenance of the public parks; that the liquor license fees be increased, and that the leases for stalls in the markets be sold at auction.

FOREIGN CITIES.

London.—The activity of the London County Council at the present time illustrates very clearly the difficulties of dealing with the slum problem in a great city. The powers given to English municipalities by the "Housing of the Poor" acts, are wide enough to meet the

* Communication of Sylvester Baxter, Esq., Boston.

most pressing need ; but limit to too great an extent their discretionary power as to the precise method of execution. One great step in advance was the recognition of the right of a municipality, upon receiving the assent of Parliament, to exercise the power of eminent domain in clearing unsanitary districts. The efforts which have been made in American cities to remedy the worst evils in the slum districts, have been continually thwarted by the unwillingness of landlords to part with their property at anything less than exorbitant prices. This is a natural result of the profitableness of investments in slum property. At the present time, the London County Council has several important schemes on hand, the largest of which is the "Bethnel Green Improvement." At a recent meeting of the Council, it was decided to aid one of the local vestries in the work of clearing one of the worst districts in Southwark. In order to divest itself of the responsibility of constructing on the cleared tract a series of artisans' dwellings, the Council has decided to apply to Parliament for power to lease the land to a construction company for such purposes. The gradual increase of schemes of this kind will soon make itself felt in the death-rate and general moral tone of these districts. Sooner or later American cities will be compelled to look to London for the most striking examples of the possibilities of public action in the solution of one of the most difficult problems of modern city life.

Much of the time of the recent sessions of the London County Council has been devoted to an extremely important municipal question, namely, the substitution of public for private ownership of the water works.* According to all indications the struggle in Parliament over this question will be a protracted one. While the County Council is willing to compensate the companies for the loss of their franchise, they are not prepared to meet their extravagant demands. The final outcome will undoubtedly be the extension of the authority of the County Council either through direct administration, or more detailed control of this service. Everything, however, will depend upon the willingness of Parliament to pass a special measure authorizing the Council to take over the plant of the present companies at a price to be fixed by arbitration.

The lack of adequate transportation facilities which has for a long time occupied the attention of the public authorities is likely to be remedied in the near future through the construction of an additional series of underground electric roads to run through the centre of the city. The company has been incorporated and all arrangements have been completed for the construction of such a road from Shepherd's

* See ANNALS for July, 1895, p. 177.

Rush Station to Liverpool Street Station. This road will extend in almost direct line along Uxbridge road and Oxford Street, thus reaching a section of London which has hitherto been dependent exclusively upon the slow means of transportation afforded by the omnibus companies. The narrowness of the streets of London will hardly permit of elevated roads, while the substitution of electricity for steam will obviate many of the more disagreeable features of the underground system.

The annual address of the Chairman of the London County Council contains an interesting review of the work of the year. Sir Arthur Arnold calls attention to the large average attendance at the meetings of the Council—128 of a total membership of 138—whereas the average attendance at the House of Commons on the busiest day (Thursdays) was but 336 out of a membership of 670. He strongly resents the imputation that the assumption of the water supply, artificial lighting and markets by the County Council will prove too great a strain on its administrative capacity. In reviewing the financial situation, the chairman showed how revenue is made to meet outlay in contrast with the system of the central government of adjusting outlay to revenue. The financial condition is very satisfactory. Of a total bonded indebtedness of £34,001,492, over £12,000,000 has been loaned to local authorities. Referring to the "unification scheme," the necessity of an early consummation of this long-promised reform is commented upon. In the problem of main drainage, considerable progress has been made toward the effective disposal of the sewage. A portion of the solid sludge is being transported to sea by six vessels belonging to the Council, and some extensive experiments are being made with a new filtration process. As to the housing of the working classes, the report of the committee does not show completely satisfactory financial results, owing to the fact that they were compelled to erect dwellings on sites which private enterprise would not touch. As a result on a total capital outlay of £146,785, there is the probability of an annual deficit of about £670. Referring to the Public Works Committee which has been doing such excellent work during recent years, the chairman said: "Trades union rates of wages, in practice obtained by the co-operation of employers and employed, was the only rate of payment which could meet the just claims of the whole body of electors, and the adoption of that rule undoubtedly led to so much difficulty with contractors that the institution of a Works Committee was the unavoidable result."

The provisions of the Allotment Act are being applied with great success in the east end of London. An average profit of £40 to the acre is being realized on small holdings of one-eighth of an acre.

*Municipal Fire Insurance.**

A new development in municipal enterprise is being considered by several English municipalities. It is in the direction of municipal fire insurance. The consideration of such a system was not taken up voluntarily; it was forced on the municipalities by the action of the fire insurance companies. It has always been the custom of London Councils, County Councils and other public authorities when insuring new buildings or re-insuring old ones to ask tenders from insurance companies. This was according to the usual competitive system adopted by all public bodies in every department. But the insurance companies thought they had quite enough competition among themselves in other directions, and resolved some time ago to form a ring against public bodies. A tariff committee was appointed representing all the insurance companies and every invitation to tender received from a public body is sent to this committee. Thus every quotation made to the municipalities by different companies is precisely the same. Not only so but while they were about it the insurance companies thought they might have a further advantage by enormously increasing the insurance tariff for public property. The result is that the corporations of Glasgow, Manchester, and the London County Council are now considering schemes for municipal fire insurance.

There are two ways for municipalities to take up municipal insurance. One is to stop at the insurance of their own property; the other is to insure the whole property in the city. About the former there is no difficulty, provided the property owned by the municipality is fairly extensive and varied. And all large English and Scotch cities, with their water works, gas works, electric lighting works, public libraries, technical schools, art galleries, baths and wash houses, tramways, fire and police property, municipal artisan dwellings, and lodging houses, together with a large amount of real estate acquired in connection with improvement schemes—with all these varied and extensive municipal assets the leading cities have sufficient property for which to establish a fire insurance bureau. A successful experiment is already in existence. The London School Board insures its own property. It lays aside every year premiums toward an insurance fund which is invested at four per cent from which loss from fire will be covered. There is, therefore, no apparent difficulty about the London County Council acting as its own insurance authority. There are, however, about a hundred public authorities in London, and the more practical scheme which is suggested is that all these bodies should unite in the creation of a municipal insurance bureau. The risk in

* Communication of Robert Donald, Esq., editor of "*London*."

this case would be distributed over a large variety of property and the expenses of management would by combination be greatly reduced. A committee of the County Council is giving its attention to this subject just now, and it is probable that during the year a scheme will be produced.

The other question of a municipality entering into the general business of insurance is a much more complex and difficult problem. The suggestion is of course not new. The question was raised in Boston many years ago and several reports have been issued on the possibilities of municipal or state insurance.

Thirty years ago a project of municipal insurance was made in Manchester, but it never got beyond a very theoretical stage. It is instructive to note that the Corporation of the City of London gave very good reasons why private fire insurance companies should never have been established. After the great fire in London certain shrewd gentlemen went to the king and suggested that they would insure the whole of the property if they could levy a tax for the purpose. They were to assure a certain amount of protection against fire and to rebuild houses destroyed. The king and his attorney-general granted permission to establish this insurance monopoly, but the city corporation stepped in and stopped the scheme on the ground "that they thought it unreasonable for private persons to manage such an undertaking or that any one but the city should reap the profit of the enterprise." The corporation proceeded to develop a scheme of its own and actually established a municipal fire insurance bureau. If it had made its system compulsory it would have succeeded, but no obligation to insure was prescribed. The corporation was also too slow in maturing its scheme. Private enterprise had stepped in and offered better terms than the corporation. Whether it was competition or the disturbing influence of the Commonwealth and the Restoration that killed the scheme is not recorded, but it disappeared. In general it may be said that the systems of fire insurance and fire protection should never have been separated. In London up to 1865 the fire brigade was owned and managed by the insurance companies. Fires are not numerous in English cities and are decreasing every year. In London, for instance, the capacity of the fire brigade has been increased a hundred per cent during the last six years. The municipality does everything possible to prevent fires, and the insurance companies reap the benefit. The maintenance of a competent fire brigade is not the only expense incurred by the municipality to prevent fires, increased supplies of water at high pressure must be provided. New regulations are constantly being put in force to safeguard public and private buildings. A general scheme of municipal fire insurance is a matter which

deserves investigation by municipal authorities. In the meantime, and as a step toward this greater development of municipal action, we are likely, before long, to see several English municipal corporations acting as the insurance authorities for their own property.

Paris.—The French government has again taken up the question of the reform of the "*octroi*," but has hesitated to apply its principles to the city of Paris, owing mainly to the enormous fixed charges of the city in the payment of interest and liquidation of the local debt. The indications at present are that the other French communes will, within the next few years, derive an increasing portion of their revenue from direct taxation, and thus bring the system of local taxation more in harmony with a just distribution of public burdens. Paris, however, remains bound to this unfortunate form of taxation, whose only justification seems to be the enormous revenue derived therefrom.

MAGAZINE ARTICLES.

The *Engineering Magazine* for August contains three interesting articles dealing with an equal number of pressing city problems. In the first, on "The Trolley in Competition with the Railroad," by Clarence Deming, the author points out the favorable physical and economic conditions which have led to the growth of the trolley system. In spite of a legislature dominated by the railroad corporations the system has had a remarkable development. It was not until 1893 that the legislative obstacles to the construction of trolley lines were removed; and even then only partially. During the two years since 1893, 289.7 miles of such road have been constructed, with a capital stock of \$8,566,000 and a bonded indebtedness of \$6,662,000. Forty-one additional lines involving 381 miles of track are projected. The parallel competition between the electric and steam roads has made itself felt in the decreased passenger traffic of the latter. Thus in twelve short distance runs of from two to six miles between different towns the railroad traffic has decreased nearly 55 per cent.

Mr. William Stevenson in an article on "uninhabitable houses in city slums" endeavors to show that individual ownership is not the best guarantee for sanitary construction and care of dwellings. While disclaiming any intention of placing the ownership of house-property in the state or municipality, he advocates a system of joint ownership by stock companies. This system is to be applied more especially to workingmen's houses. One such company is in existence in Glasgow,—"The Glasgow Workman's Dwelling Company, Limited." The paid up capital is about \$75,000, and although the expenses of recent organizations absorbed one-third of the profits, a dividend of 3½ per

cent was declared. The chief work of the company consists in buying up unsanitary dwellings and putting them into good condition.

Mr. John Birkinbine contributes an article on the "Improvement of the Delaware River and the Harbor of Philadelphia" in which the various plans now under consideration are discussed. The writer comes to the conclusion that when the improvements are completed Philadelphia "should be in a position to compete with any other American city on the Atlantic Coast for foreign trade."

The *Street Railway Journal* for June contains a complete description of the street railway system of St. Louis. The eleven rival companies operating over 290 miles of road have introduced the latest appliances in electrical locomotion, thus making the system of special interest to those cities where the trolley system has been but recently introduced.

The July number contains a very valuable article giving full statistics concerning the mileage, cars, stock and funded debt of all the street railways of the country. The figures given are of special interest when compared with the recent development of the railroad system of the country. We reserve a fuller discussion of this subject for the November number of the ANNALS.

The *Review of Reviews* for August contains an excellent description by Jacob A. Riis, of the "Clearing of Mulberry Bend." This famous or rather infamous slum district is to give way to a city park. Mr. Riis gives a vivid picture of the degradation and crime connected with the history of these 2.7 acres. The obstacles which the efforts of those interested in the movement encountered from politicians generally, and the State legislature in particular, is an instructive lesson in American local politics. The cost of the improvement will be about \$1,567,000, but with it will disappear one of the worst plague spots in any American city, the home of the most degraded population of New York.

In the *American Magazine of Civics* for July, Clinton Rogers Woodruff, Esq., gives a summary of the progress of municipal reform movements during the year 1894-95. The number of new organizations and the increased vigor and activity of the old makes a most encouraging outlook for the success of the movement.